

Today's
Advertisements.JUBILEE LODGE
OF INSTRUCTION

A REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 4th instant, at 8 for 8.30 p.m. precisely. When a short paper will be read by Wor. Bro. G. J. W. Kuo, P.D.G.K. on "Is Freemasonry Progressive?" Visiting Brethren M.M. are cordially invited.

Hongkong, 4th November, 1899. [13724]

THEATRE ROYAL
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUB.

will give
TWO PERFORMANCES
of
Mr. A. W. PINERO'S LAUGHABLE
FARCE
'THE MAGISTRATE'
TO-NIGHT
(SATURDAY), the 4th November, 1899,
and
MONDAY, the 6th, November, 1899,
Commencing
EACH EVENING
at 9 p.m. precisely.

Dress Circle, \$3. Stalls, \$2. Pit, \$1.
Half-price to Pit for Soldiers, Sailors and Police in Uniform.

TICKETS can be obtained at the BOOKING OFFICE of the Theatre, City Hall, on and after MONDAY, the 30th instant, at 10 a.m.
The Booking Office will remain OPEN from that date from 10 a.m. to 4 p.m. Daily.
Late Train will run 1 hour after the fall of the curtain.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 4th November, 1899. [13729]

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of
FINE NEW GOODS
at
CHEAP PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 4th November, 1899. [13722]

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"TAMUJI MARU,"
Captain K. Subajima, will be despatched for the above ports on WEDNESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 4th November, 1899. [13723]

CHINA NAVIGATION COMPANY,
LIMITED.

THE Company's Steamship.

"CHINGTU,"
Captain Williams, will be despatched as above on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th November, 1899. [13712]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841

CLARETS.

B ST. ESTEPH, Red Capsule.....	\$ 6.66	\$ 7.50
C ST. JULIEN, Red Capsule.....	9.00	9.60
D LA ROSE, Red Capsule.....	12.96	13.92
CHATEAU HAUT BRION LAR- RIVET.....	18.60	19.20
CHATEAU MOUTAN D'ARMAIL.....	21.00	22.20
CHATEAU PONTNET CARNET.....	25.00	—
CHATEAU LA TOUR CARNET.....	30.00	—
CHATEAU LAFITE.....	42.00	—
CHATEAU LAFITE.....	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest price are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU LAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 4, 1899.

NOTES AND COMMENTS.

THE WAR.

Our war news still continues to be of anything but a cheering nature. As we anticipated, Ladysmith is now cut off and so we can expect to receive nothing of a definite nature from there until such time as sufficient troops have arrived in Natal to advance from Durban and raise the siege. That Ladysmith is completely invested we fully believe, for the Boers could not cut communication until they had surrounded the town and the cutting of the wires at 2.30 p.m. on Thursday gives us a fair idea of the time at which the investment was completed. There may indeed exist some doubt as to whether or no the Boers are in possession of Colenso as yet, for this point is a station further down the line towards Durban and the Boers may not have had time to push forward so far. If they have done so, however, and are in sufficient force to keep General Buller and his troops boxed up in Ladysmith, then the next news we may expect to receive will be to the effect that they have occupied Pietermaritzburg, which is still nearer to Durban. Durban itself is, of course, safe, as it can be defended by the guns of the warships, and we do not think it likely that the Boers would attempt to attack the place in the face of the tremendous fire that could be poured upon them from the sea. We have still another five days to wait before we can expect to receive any cheering news, for the transports cannot arrive sooner than that and even then we suppose it will take a day or two to get the men ashore and up to the scene of operations. Pessimists must remember that the real war has not commenced as yet, although it should have done so. Once we can put an adequate force into the field we trust that matters will soon begin to wear a different aspect. We know that we have blundered, as we often do, but it will be time to laugh at us when the whole affair is over. We have still a few men left and are not as yet at our last gasp.

STAMPED MULES.

Whether or no the *Times* is right in ascribing the wholesale stampeding of mules to the treachery of native drivers it is impossible to say. The mule is a peculiar animal and has ever been renowned for his general pugnaciousness. He will bolt or he will stand fast as a rock and refuse to budge, just as the fit takes him, and we are informed by an old South African hand that the mule is very much given to stampeding. If, as is only too likely, our mules were all raw beasts that had not been trained to stand firm, then there can be no surprise expressed at their bolting on the first opportunity. The point which seems to us to be more important is why were not precautions taken to prevent stampeding? It is not the slightest use discussing the matter. We have not the facts and we shall not be in possession of them for another month and it is impossible to form an opinion upon the meagre news which finds its way to the far East. When full details arrive conclusions can be drawn, but it is unfair to judge anyone without a fair hearing.

REUTER'S TELEGRAMS.

TELEGRAPHIC COMMUNICATION
INTERRUPTED.

LONDON, November 2nd.
The cable to Mozambique and Delagoa Bay is broken and telegrams are utterly belated.

THE DISASTER AT LADYSMITH.
Details of the capitulation of the Gloucesters and Royal Irish Fusiliers have evoked outspoken criticisms on the propriety of having left the left flank to itself and not attempting to assist it.

The *Times* believes that the wholesale stampeding of mules cannot be accounted for except by the treachery of the native drivers.

LIEUT. EGERTON R. N. WOUNDED.
Lieut. Egerton of H. M. S. *Powderful* is dangerously wounded by a shell.

Lieutenant H. C. Egerton is the Guntery Lieutenant of the *Powderful* and was well-known in Hongkong. His many friends will regret to hear of the mishap which has befallen him. We trust that his wound will prove less serious than is reported, for men who can knock booby-punchers off their mountings are badly needed just now.—Ed., H.K.T.

COMMUNICATION WITH LADYSMITH
GUT.

Communication with Ladysmith was cut at 2.30 p.m. on Thursday.

REPORTED OCCUPATION OF
COLENSO BY BOERS.

A report, emanating from Brussels, states that the Boers have occupied Colenso, that Ladysmith is completely invested and General White wounded. The War Office is not aware of anything to confirm this report.

TYPHOON WARNING.

WARNING FROM MANILA.
The following telegram has been courteous-ly forwarded to us by U. S. Consul-General R. Wildman:

MANILA OBSERVATORY,
November 4th, 9 a.m.
The depression has crossed North of Visayas inland moving westward.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—
On the 4th at 11.55 a.m. barometric changes are slight. The high pressure area remains central over N. China, and a low area seems to be situated in N.E. Japan. Gradients moderate with strong monsoon on the coast and in the N. part of the China Sea. Forecast:—
Fresh N.E. winds; fair.

LOCAL AND GENERAL.

THE number of vaccinations in England for the half year, from January 1st to June 30th last, are shown by official statistics to have been 28 per cent. above those at the corresponding period of 1898. The anti-vaccinationists express themselves as astounded at the increase.

THE *London Daily Telegraph* is despatching an expedition to explore the proposed railway route from Capetown to Cairo, and to report on its practical value and its future prospects. The expedition will be commanded by Mr. Lionel Dece, explorer and journalist.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.
March "Shine shine Moon"..... Messenger.
Valse "Amour de l'Inde"..... Horner.
Selection "Remains of To-day"..... Boucher.
Mazurka "Aralian"..... Fant.
Song "Allen Marie"..... Alana.
Tern Dance "Plumation"..... Hall.
"God save the Queen."

A COURT runner at Shanghai was given one month for illegally making an arrest in the settlement. When sentence was given all the runners of the court knelt before the bench and prayed that the defendant be imprisoned in the Mixed Court gaol in preference to the Municipal gaol. This the Magistrate refused and the runners became so rowdy that they had to be ejected by the Police.

A SECRET trial for high treason, in which nine persons were charged with selling military documents and information regarding the defences of the Russian Empire to agents of the Austrian Government, has been closed. A Privy Councillor named Perovnikov and his daughter, aged 30, were deprived of all civil rights and sentenced to banishment to Siberia for life. Lighter sentences were passed on five others of the accused, and two were acquitted.—*London Paper.*

Mr. William Conyngham, Greene, late British Agent at Pretoria, whose name in connection with the Transvaal negotiations has been very much to the front, is an Irishman. His mother is a sister of the late Lord Plunket. His paternal grandfather, the Hon. Baron Greene, was a distinguished Irish judge, and his maternal grandfather the third Lord Plunket, was a son of the illustrious Irish Lord Chancellor and a Queen's Counsel. Mr. Greene is married to a daughter of an Irish peer, the Earl of Courtown.

THE *Toyokuni Maru*, a steamer of 248 tons, is supposed to have been lost. She was chartered by the Authorities at Kure Dockyard to carry timber, and on the 23rd of September she sailed from Toyokuni with a full cargo, but has not since been heard of. The cruiser *Amagi* was sent to search for her on the 19th instant, but returned after three days without any success. A quantity of wreckage has been seen, however, in Yenshi Bay, and very little hope is entertained of the *Amagi's* recovery.

A TERRIBLE maritime catastrophe is believed to have occurred, involving the loss of nine schooners. The vessels sailed from Hokkaido on the 18th instant, laden with salt salmon and other fish, and in the neighbourhood of Esashi they encountered a gale which is said to have sunk them all, though that is scarcely credible. They were foreign-rigged vessels and their names and tonnage are given as follows:—
Hanao (99 tons); *Samba* (124); *Yellon* (145); *Fukushima* (137); *Miyaji* (14); *Seino* (146); *Kinyro* (76), and *Otafuku* (102).—*Japan Mail.*

AS is customary in mandarin journals the new Shanghai *Taichi* has issued two proclamations. One warns the people against persons representing themselves as his relatives or friends to interfere in lawsuits to obtain bribes; saying that he cannot grant anything for private reasons nor does he permit his underlings to meddle in his public affairs. The other deals with the numerous rascals in Shanghai and enjoins them to return to lawful occupations otherwise they will be severely punished. Parents and seniors are also held responsible for the good behavior of their sons and juniors.

On Monday afternoon, the Hongkong Football Club will play G Company of the Royal Welsh Fusiliers. Kick-off at half-past four o'clock. The Club team will be—T. J. Wild, goal; T. W. Hornby and A. Buck, backs; S. L. Jenkins, C. T. Kew and P. A. Cox, halves; A. F. Williamson, H. E. Green, J. F. Noble, A. C. R. Green, R. A. and H. C. R. Hancock, forwards.

The Shield committee will meet on Tuesday next to draw the ties in the competition.

On Wednesday next the Hongkong Football Club (Association) will play 38th Company, R.A.

On Thursday next the Hongkong Football Club (Rugby) will hold an Inter-Club match.

A SPECIAL to the *Herald* from Washington says: President McKinley has determined to urge again upon Congress the authorization of the trans-Pacific cable and will be able to announce that a naval survey shows that the route selected is practicable. Surveys are being made by the collier *Nero*, under command of Lieut.-Commander H. M. Hodges. Because of "complete soundings taken in former years between San Francisco and Hawaii, there is no necessity for further work there and Lieut.-Commander Hodges has confined himself to the water west of Hawaii.

THE barbers of New York have noticed a decided change in the matter of moustaches since war has been in the air. Hitherto the fashion has been for small, well-trimmed moustaches, but now, it is stated, every man who can grow a heavy, ferocious, military-looking moustache is doing so, and all sorts of devices are being resorted to to give as much as possible the appearance of what Colman in a particular case once described as a "brush stuck beneath the nose." A similar effect was noticed in Germany just before and during the Franco-German war, and evidences of the same feeling have been noticed in other countries, and even in some of our own regiments.—*London Evening News.*

MR. BROWN, Chief Adviser to the Korean Financial Department, has appointed Mr. Takano Shozaro, the Japanese engineer who built the breakwaters at Mokpo, to undertake the same work at Manapo.

PROBABLY the most aged lady chorister in the world has now ceased her terrestrial praises and joined the angelic choir above. She was 86 years of age, at the time of her demise, a short time ago, was the titular leader of the music in St. Thomas's Church, Ryde, Isle of Wight, of whose choir she had been a member for 79 years. The old lady, who lived in the almshouse of the town mentioned, walked regularly to the sacred edifice, never missing a service.

CRICKET.

ROYAL ENGINEERS V. H.M.S. "ENDYMION."
This match was played yesterday at Happy Valley and resulted in a draw in favour of the *Endymion*.

The Engineers failed to make a good show only 43 being credited to their side, whilst the *Endymion* scored 82, thus gaining a win on the first innings.

The second innings showed a better result, the score on the call of time at 5.30 p.m. being 72 for 2 wickets, most of the runs being made by S. Sergt. Livier and Corp. Thowhill.

FOOTBALL.

ROYAL ENGINEERS V. ROYAL WELSH FUSILIERS: "G" COY. V.

Played on Wednesday last and resulted in a win for the R.E. The game was a very even one and only 1 goal was scored.

Result:
R. E. 1 goal.
G Coy, R. W. F. nil.

THE EXCLUSION OF CHINESE
FROM THE PHILIPPINES.

We hear that a notification has been issued by the Tung Wah Hospital Committee warning Chinese against going to Manila. The document states that the Chinese Consul in Manila has telegraphed stating that Chinese are being returned to China by order of the American authorities and that therefore none of his countrymen should proceed thither at present.

Chinese state that scores of their countrymen are returning from Manila and that hundreds will follow shortly.

What reason there is for this action of the American authorities we do not know and it is surprising, because Reuter recently informed us that the question of the right of Chinese to land in the Archipelago had been definitely settled by the American Government admitting that its special representative in the Philippines had exceeded his authority in applying the Exclusion Act to the Philippines.

INSURED LETTERS.

The following Rules for the Exchange of Insured Letters under, and pursuant to, the Washington Postal Convention of 1897, to take effect from the 1st October, 1899, are published for general information:—

- 1.—Letters containing paper money, &c., on which a value has been declared may be sent, subject to any of the following places, insured to the amount of the declared value:—
Great Britain..... Egypt.
Greater Republic of Turkey.
Central America..... Spain.
Argentine Republic..... France.
Brazil..... French Colonies.
Chile..... Portugal.
Dominican Republic..... Portuguese Colonies.
Germany..... Tunis.
German Protectorate..... Roumania.
Bosnia and Herzegovina..... Austria-Hungary.
Denmark and Danish Colonies..... Russia.
Norway and Sweden..... Switzerland.
Belgium..... Italy.
Bulgaria.....

2.—The maximum amount for which a letter packet may be insured is \$1,200.

3.—The rates of insurance are:—
(The dollar being taken at 1/11 d.)

\$120 fee 25 cents.	\$720 fee 75 cents.
\$240 " 35 "	\$840 " 85 "
\$360 " 45 "	\$960 " \$1.00
\$480 " 55 "	\$1,080 " \$1.10
\$600 " 65 "	\$1,200 " \$1.20

4.—The fee for insurance is in addition to postage and fee for registration.

5.—Insurance to an amount greater than the real value of the contents of a letter is prohibited.

6.—The infringement of the above rule with intent to defraud deprives the sender of any right to compensation.

7.—It is forbidden to enclose in insured letters:—

- (a) Coin;
- (b) Articles subject to Customs' duty, except paper money;
- (c) Articles of gold or silver, precious stones, jewellery, and other articles of a similar nature.

8.—The sender of a letter containing insured articles, receives gratis at the time of posting a summary receipt for his letter.

9.—The sender of a letter containing insured articles, can have sent to him an acknowledgment of the delivery of the packet to the addressee, or can, subsequent to posting of a packet, ask for information as to its disposal, under the same conditions as for registered articles.

10.—An application for an indemnity for loss of an insured letter is only entertained if made within a year of the posting of the insured letter.

11.—Letters containing insured articles can only be accepted if enclosed in an envelope fastened by means of seals in fine wax, with spaces between, reproducing a private mark, and affixed in sufficient number to hold down all the folds of the envelope. The employment of envelopes with coloured borders is forbidden.

12.—The condition of every letter must be such that its contents cannot be got at without external and visible damage to the envelope or the seals.

13.—Space must be left between the postage stamps used for the prepayment, so that they cannot serve to hide injuries to the envelope. They must not be folded over the two sides of the envelope so as to cover the edge.

14.—Letters containing insured articles addressed to initials or directed in pencil are not accepted.

15.—The amount of the value insured must be expressed in francs and centimes, or in dollars and cents, and must be written by the sender on the cover of the packet in words and in figures, without erasure or correction, even if certified, on the left-hand upper corner.

16.—The sender's name and address must be endorsed on the left-hand lower corner on the face of the cover.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.
Hongkong, 10th September, 1899.

FOOTBALL COMMENTS.

The inter-club match of the Hongkong Club last Monday produced a very interesting game. Many of those who look part in it turned up late with the result that the second half had to be curtailed by about a quarter of an hour. The game, although keenly contested, was not of a very brilliant nature.

The pick of those who appeared for the first time in Hongkong was certainly Blake who played full back for the Reds. Strongly built, active, fast, and, in addition a strong and powerful kick, he should make, with plenty of practice, a first class back. It is a pity the Club will not have his services throughout the season but, we understand, he leaves Hongkong early in December. Hall, the other new back, also did well, although not possessed of so much experience as Blake, he is fast and a fairly sure kick and, when he has acquired a little greater knowledge of the game, should fill the vacancy caused by the loss of Anton. Libaud played a very useful game forward, but the play generally was not of a nature to enable the forwards to show up much, as most of them were strange to one another. Jenkins played a hard game at half back, though inclined to wander about a little, too much of the old members Pinckney proved a tower of strength at full back and we are very sorry to hear that, as probable he will not take part in future matches this year. We have little doubt the fact will cause the Club's opponents to have a sigh of relief, as we have several times noticed some of them lying on the ground after having been in his vicinity.

The deciding six-a-side match has been played. Lowe scoring his first win by beating Greene by a goal to nothing. This leaves Noble at the top of the tree and we congratulate him on his success, the whole team working hard to achieve it. Possibly he was a little lucky in his substitutes but that was only one of the chances which might have happened to any other Captain. We are rather surprised Lowe did not win more matches as, on paper, his team was very strong, but they did not seem to get well together on the field. Perhaps they were too strong. The cup and medals (presented by Mr. C. T. Kew) are to be given away by the President prior to the match next Wednesday.

Two matches have been arranged by the Club next week: *versus* G. Co., R. W. F. on Monday and 38th Co., R. A. on Wednesday.

Several new men will be given a trial on Monday as some of the regular members of the team cannot get away twice in the week. On Wednesday, when last year's shield finalists are to be met, the full team will turn out and a strong game should take place. The Club will probably find that they are in better condition than their opponents and this should tell in their favour.

The Engineer's Club play their opening match at Causeway Bay this afternoon too late for notice in these comments. Their opponents are the Y.R.C. whom they should have no difficulty in beating, though the little "seaside" club will be sure to make a vigorous game. The great difficulty the Engineers here suffer from will be the trouble of getting a regular team, but we believe no effort will be spared to get the same men together as often as possible.

The Rugby section of the Hongkong Club is looking up and it really seems as if we were to have a Rugby match regularly once a week during the season. This will be appreciated by a large section of the public, as Rugby never fails to appeal to the ordinary spectator. A good start has been made by beating their old opponents the Navy and the terrible defeats of the season before last are being gradually wiped out. The ground is getting very hard for tumbles and probably will not get softer as the season progresses. We have generally noticed, however, that this in no way deters the players, who seem to think they have not had any sort of a game unless at least 6 inches of skin has been grazed off.

The first round of the competition will be drawn next week and the competing teams will have to get their men into shape as soon as possible. We may expect the fleet down here any day and they may want to play off some of their matches at once, so that those who like watching football will have plenty of opportunity of seeing as much as they want. In the meantime we hope the local teams will get themselves into shape as soon as possible so as to give the Jacks "a long way to go" when they meet on the field.

THE READING PUBLIC.

There can be little doubt that in the busy and scurry of modern life the public are becoming more and more enamoured of the Short Story magazines, and that the useful periodical which contains but an epitome of what they would call hard dry facts fails to appeal to the public taste. This is evidenced in the rapid growth in the number of weekly and monthly journals during the past few years.

Sir George Newnes the Editor of the *Strand* and *Tin Bits* &c. may perhaps be regarded as amongst the prominent pioneers, who have amused the public and gratified their taste for short stories and light literature. There are sections of the people who if they could not get their short stories would probably never read anything and for those sections the short stories are a means of education, at any rate in the English language. But, there seems to be a growing tendency to forget that there are other portions of the public for whom this light literature is but waste of ink and paper, and demand food of a more intellectual character, and these are unfortunately, especially in the colonies, but scantily catered for.

We live in an age of sensation due to a great extent to the sensation mongers who have encouraged and increased by pandering to and fostering, the craving for exciting literature, which undermines the taste as well as the capacity for the enjoyably reading of any more satisfying literature.

Some publishers have mixed useful and entertaining matter in their journals but it is to be regretted that the space for the useful has gradually been diminished, so that now there are few periodicals having a versatility of subject sufficient to recommend them as efficient all-round educators and which at the same time contain entertainment for those whose tastes or requirements demand some consideration.

We cannot lose sight of the fact that literary sensationalism is through the medium of the periodicals being engendered in the rising generation and the desideratum is not so much that they should read but that they should acquire information which shall elevate them intellectually. The best English novels are by many, perhaps, unknown. Dickens, Thackeray, Lytton, and Scott are unread, and if novels are opened and the short story for a time abandoned, the taste has never been elevated above the sensationalism of Braddon, Rider Haggard or Charles Reade.

To satisfy the more intelligent amongst the reading public and at the same time catch the interest of the novelette reader a judiciousness of combination is required which unfortunately few of our modern publishers possess or care to exercise.

HONGKONG SHARE MARKET.

HONGKONG, Friday, November 3rd.
Market. Benjamin, Kelly and Potts in their weekly share report states:—A fair amount of speculation have been effected during the week, and a sharp rise in Hongkong and Shanghai Banks, Hongkong and Whampoa Docks and Hongkong Lands has to be recorded. Rates generally have been fairly well maintained and the market has ruled much firmer. Banks—Hongkong and Shanghai Banks jumped from 327 to 343 per cent premium sales, with very few shares changing hands at intermediate rates (95 per cent premium) for February and March respectively. The market closes with buyers at 340 per cent premium. The London quotation has advanced to 260. Nationals are unchanged. Marine Insurance—Are all quiet at quotations. Fire Insurance—We have heard of no business in either Hongkong or China Fires Shipping—Hongkong, Canton and Macao Steamships are obtainable at \$20. Douglas Steamships are in the market at \$18. Indo China are steady at \$79. Reunited—No business to report. Allings—Charterages are wanted at \$260. Puntong ordinary are quoted at \$10.25; the preference shares have been booked at \$11.40 and are now enquired for at \$12.50. Queen Mines have been done at 20 cents. Olivers' A have buyers at \$9, and B shares are obtainable at \$7. Great Eastern and Caledonian's ordinary are offering at \$1.70 while the preference shares can be placed at 61 1/2 cents. Docks, Wharves and Godowns—Hongkong and Whampoa Docks experienced a sharp rise, and have been negotiated at \$88. Lands, Hotels and Buildings—Hongkong Lands have been in strong demand, with the result that the rate has risen to \$10.10 sales for December, shares have been placed at \$12. The market closes firm with buyers at \$12.00. Hongkong Hotels are much firmer and have been negotiated at \$115 cash and at \$122 for February. Humphreys' Estate have been booked at \$10. Cotton Mills—Hongkong Chinese are wanted at \$60, our other quotations are steady. La Commercial are still enquired for at 50 per cent premium. Miscellaneous—Green Island Cements have buyers at \$28 1/2 and Electrics at \$11.

A MANDARIN IN TROUBLE.

A mandarin in official robes was charged at the Mixed Court this morning says the *Shanghai Mercury* of 30th ult., with establishing and keeping a lekin office at 903 North Soochow Road for the purpose of collecting lekin. The mandarin, whose name was made by the police yesterday, when it was found that the office was in possession of full authority from Taotai to make the collection. Documents and proclamations to that effect from the Provincial Treasury, as well as produced in Court. The Magistrate ordered the documents, etc., seized by the Police to be retained until the question had been settled between the Consular Body and the Chinese authorities. The lekin office to be closed pending the decision.

PRINCE HENRY AND THE SHANGHAI POLICE FORCE.

Shanghai, October 30th.
A parade of all the available men of the Police force, including the mounted men, about 400 strong, was held this morning at the Race Course for the inspection of H.R.H. Prince Henry. The Royal Highness arrived at the course shortly after 9.30 a.m. and was received by Captains Pattison and McKenize and Messrs. F. Anderson and E. A. Hewitt, members of the Council. After the customary salute Prince Henry inspected the men, asking questions of several who bore medals on their breasts. A squad of well-trained Chinese police then performed several evolutions which the Prince watched with seeming interest. At the conclusion of the inspection, H.R.H. said that he was highly pleased with the smart appearance of the Police force, and thanked Captain Pattison for having given him an opportunity to inspect the force. The Prince also spoke of

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	YOKOHAMA (DIRECT)	FRIDAY, 10th Nov., at 4 P.M.
*INDUMI MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., via Kobe & Yokohama.	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo and Port Said.	FRIDAY, 17th Nov., at Noon.
KOSAI MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st November, 1899.

[6]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[12394]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY, HONGKONG.

[2474]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CLARK'S B. & P. PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [59]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS,
NAVAL CONTRACTORS
and GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1899. [39]

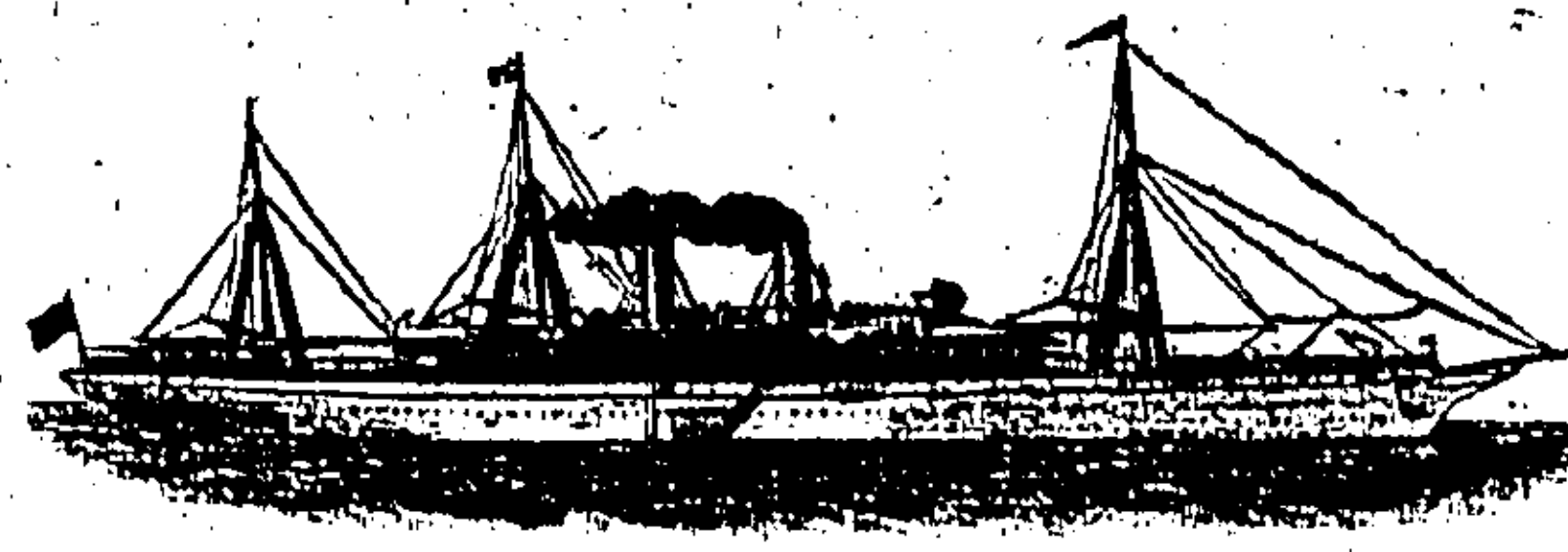
KUHN & KOMOR,
JAPANESE FINE ART CURTOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPERESS OF JAPAN...Comdr. G. D. Howles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pater's Street.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU."

Will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th October, 1899. [1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.
Hongkong, 20th September, 1899. [1082]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

LERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES' BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.

Quality A.....\$12
Quality B.....\$10
Quality C.....\$8
40, QUEEN'S ROAD,
Watson's Building.

Hongkong, 2nd November, 1899. [1380a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....Wednesday 5th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 27th Dec.

Prinzess.....Wednesday 10th Jan.

Karlruhe.....Wednesday 24th Jan.

Sachsen.....Wednesday 7th Feb.

Odenburg.....Wednesday 21st Feb.

Bayer.....Wednesday 7th March.

Stuttgart.....Wednesday 21st March.

König Albert.....Wednesday 4th April.

Prinz Heinrich.....Wednesday 18th April.

Prinzess.....Wednesday 2nd May.

Preussen.....Wednesday 16th May.

Hamburg.....Wednesday 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M. the Company's Steamship "DAVERN" Captain E. Prehn, with

MALLES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 13th October, 1899. [12934]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship.

"CHUSAN,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th October, 1899. [5]

Mails.

NORDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA

LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	18th November.	Freight and Passage.
SUEVIA.....	(LONDON with transshipment in HAMBURG)	19th November.	Freight.
Föck.....	MARSEILLES, HAVRE & HAMBURG.	19th November.	Freight.
HAMBERG.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG.....	HAVRE and HAMBURG.	About 10th December.	Freight and Passage.
Christiansen.....	(LONDON with transshipment in HAMBURG)	December.	Freight.
AMBRIA.....	HAVRE and HAMBURG.	About 24th December.	Freight.
Burmester.....	(LONDON with transshipment in HAMBURG)	December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA."

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 25th October, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joyce.....3,194 about Nov. 20

Strathgyle.....5,023 about Dec. 15

Carlisle City.....3,002 about Dec. 31

THE Steamship

"LADY JOICEY"

will be despatched for SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 4th November, 1899. [1232]

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London 3,229 | R. W. Boarff | Nov. 18

Queen Adelaide 2,832 | F. McNair | Nov. 25

Saint Irene 3,877 | W. Attree | Dec. 9

City of Dublin 3,328 | J. R. Rae | Dec. 30

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire 2,874 | W. A. Evans | Dec. 23

Aberfeldie 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States

(Published by Arrangement.)

THE OLD WEROK.

BY

HUME NISBET.

Author of "Bait Up," &c., &c.

[COPYRIGHT.]

I did not get my holidays until nearly the close of September that year, as I had some work to finish which kept me pretty close during the dog-days, but as soon as it was finished I packed my sketching paraphernalia, and rushed off to my old haunts on the Kentish coast, resolved to have a good time of it.

The weather was simply delicious, and the place almost my own, for the summer visitors had left, and only a few invalids and respectable families remained.

St. Abbs was not a fashionable place at any time, although it had its share of customers during the busy season. It was situated too far distant from any railway station to be generally known, and as the whole land was owned by an ancient and strictly conservative family, the building fund could not get hold of it. The place was old-fashioned and restful in its character, with little of change or excitement unless when the stormy season set in and a wrecked vessel came ashore.

Yet it had a charm of its own that fashionable resorts with their gluing, new brick and mortar monstrosities could never hope to reach. The wandering minstrel seldom passed that way, the brass bands of the Salvation Army had not yet discovered it, so that the natives were left to prepare themselves for the better world in the old orthodox and peaceful way. The murmur of the waves against the sands in summer, or the breaking of the ocean against the chalk cliffs in winter, were the only sounds that entered the ears of those who cared to listen.

A little cluster of red-tiled and thatched cottages, each with its garden attached, comprised the village, which crouched under the shelter of a hill and by the side of a small creek where lay the fleet of fishing boats with their picturesque rigging, patched red sails, and purple nets. The banks of the creek were picturesque also, if not over-savory with the remains of fish and other odds and ends which are scattered freely about a fishing village, while the natives went about their daily business with the perfect indifference to the display of fish-ermen and their women-folk always display when they are not much troubled by strangers.

They were a simple and slow-moving set, contented with their small earnings and ocean harvest, not at all averse to an occasional wreck, and as yet had not been educated in the art of living upon visitors. One might walk about on the sands all day without being asked once to hire a boat, and when the stranger did come to hire him or her, pot-luck and left the reckoning to their own discretion.

The spirits at the little public-house were unadulterated, and if some of it did not pay duty it was none the weaker for that, the brandy being undeniably cognac, and much cheaper than the whisky for the good hostess paying less for it, set smaller value on it; the ale also was country brewed and wholesome, and the bar-parlour comfortable, if homely. In that cosy parlour I had passed many a pleasant night listening to stories and legends, and feeling as if London were only a livid nightmare and the result of a bad fit of indigestion.

Beyond the village the creek had been dredged and deepened and took a turn round the cliffs before it reached the sea, so that although the storm might be raging outside, the boats and cottages were safely sheltered from its fury.

In olden days a good deal of safe smuggling had been conducted here, for the cliffs formed a pretty bay and the landing was a safe one. The cliffs were high and craggy, and in many places with caverns through which one could penetrate and reach the hill-top. Some of these passages were, however, choked up, and only used as hiding-places for the children.

At low tide, the sands spread firm and hard half a mile seaward, along which one could walk for miles in either direction watching the ocean stretching blue and level, or the ships coursing their way with their sails shining white in the sunlight. I had spent many a day on these sands and sketched almost every point of interest for miles, yet always discovered something new when I came to look about me, with the ever-changing lights and alterations of colour and effect.

One of my favourite studies was an old wreck which had drifted ashore and stuck fast in a safe part of the sands, some years before. The crew had been saved during the storm, and the hull very little damaged, yet being an old craft and almost past service when she struck, the owner of the land had purchased her for a trifle and left her to rest and decay at her leisure, as she made a picturesque break in the otherwise level monotony.

The *Mary Ann* was the modest little ship had worn on her stem during her last voyage and her cargo had been coal, which the honest fishermen had long ago cleared, even to the last vestige of black dust which their wives had swept carefully out of the hold and carried away to back their fires with.

She lay with bows facing the shore, hoary with age yet solid enough still to resist the most tempestuous waves swept over her, with heavy bulwarks like plate-armor, and massive planks so thickly coated with pitch that they defied the influence of sun, wind and waves. She must have been a sluggish sailer with all that armour of pitch upon her and those ungainly patches of her old age, an uncomfortable home in a rough sea with her unwieldy movements, but she would have wonderful staying-power, if called to answer the wheel.

Her age it was well-nigh impossible to guess at, for she had been repaired so often that probably few of her original parts remained, and her shape also must have been altered by these frequent patchings since the far-off days when she first left the builder's yard, possibly then a spunky young thing in the way of fast-going ships.

I had sketched her often, and speculated in an idle fashion on what she might have been in her palmy days. Her bows, now half embedded in the sand, were lofty, bulging, and rounded like the ships of the seventeenth century. Indeed, she had a certain galleon-like appearance about her, suggestive of the days of those gentle buccaners who scoured the Spanish main, and brought home duca and doubloons galore—those winsome and roving blades whom King James the Second of England so often anointed with pitch and hung in chains by the side of the broad Thames as a reward for their merry and virtuous actions. She was decked now heavily with pitch, as they had been at the end of their days, but doubtless she had been gaudy enough once with colours and gold as they had been, and had been with silks, velvets, silks, chains, and lace, and as frequently dyed with gold.

The place for the figure-head still remained a broad space with massive stanchions leading from it, but the image or images had long since vanished, so that her former majesty could only be guessed at through her present uncouth bulkiness.

She lay about a mile and half from the shore, in one of the most sheltered parts of the bay, and at low tide one could get within a quarter of a mile of her without being wet, but to reach

her meant a wade up to the waist; at high tide the water reached to the portholes in the middle portion, and almost level with the poop at the stern.

She stood grandly out of the waters at low tide, and made a picture once impressive and pathetic, with her massive shape, countless weather-stains, and blood-like rust runnings. I had watched and drawn her already in all positions and in every phase of effect—sunrise, mid-day, sunset, moonlight, when the waves rose white, and savagely over her, and when the mist half shrouded her and made her ghost-like and shadowy. I had also climbed her sides, and explored her empty dismantled cabin, fore-castle and hold, so that I knew almost every plank and rib and could have rebuilt her figure-head and restored her lost masts, yards and rigging; indeed so much had she taken possession of my mind, and imagination that I had dreamt of her often in my London Chambers, where I saw her with her heavy guns and swash-buckling crew in all her glory. She was the friend I had always paid my first visit to when I came to St. Abbs with a fear lest she might have broken up, and a thrill of pleasure when I saw her still rugged, staunch, and defiant of time.

On this occasion I reached the little village late in the afternoon of a September day, and as soon as I had secured my bedroom, had some tea with the fry of delicious fresh fish which my host always welcomed me with, I lit my pipe and went off to see my old *Mary Ann*.

The moon had already risen as I reached the mouth of the creek, and I saw with satisfaction that the tide was well out. A soft mist crept over the sea, through which the mellow September moon shone softly yet lustreously, and through this tender mist the old wreck could be seen looming in grander proportions than ever.

As I walked on rapidly and examined her, an irresistible desire came upon me to wade out and board her.

I had forgotten to ask about the tides, but I could see as I advanced that it would soon be on the turn. There would be time enough for me to reach the wreck, yet if I did so I should have to make up my mind to stay on board till early morning. Would I go? I recalled the stories the honest but superstitious fishermen so often told in the bar-parlour of her being a haunted ship, how that strange lights and ghostly forms had been seen by them, both from the shore and from the sea as they passed her at respectful distance, and the recollection of these absurdities determined me to spend the night on board, so that I might have a laugh at them when I got back.

The weather was calm and settled; therefore I had no fear about being caught in a storm. The air also was balmy and soft for it was too early yet in the season for frost, so that the worst I need fear was a fast and a giant's appetite for breakfast; therefore without any more hesitation, I slipped off my boots, stockings and trousers, and, slinging them round my neck, began my wade cheerfully.

The day still lingered in the west, and over against me, with the wreck between us, lay the round golden moon, with the gauzy mist making the vessel's pitchy hull a soft violet, a tender picture of peace and delicate colour.

The same old rusty chain, up which I had so often climbed still hung over the side and into the water. In another minute I was standing on the deserted deck and drying my limbs preparatory to re-dressing.

After I was once more presentable, I got out my tobacco-pouch and again filling my pipe, lit it, laughing to myself as I watched the glare of my wax-taper, and thinking that if any one on shore saw that glare and my spectral figure, there would be another ghost-story ready for me when I got back from my adventure.

I stopped short in my laughing as that ghostly idea crossed my mind, and tried to push it out, for although I might have indulged it during the day and on shore, it seemed a mighty unpleasant thought here in the gathering darkness and on this silent and lonely wreck; not that I was at all afraid, only that somehow it seemed out of place. One might as well laugh in a lonely graveyard, or amongst the ruins of an ancient castle, as on board an unknown wreck when the shadows of night are creeping down on one and the moonlight makes fantastic shadows, weird lights, and curious mysteries of the most commonplace objects.

There were, however, not many objects left on this wreck to make mystery out of, for it had been long since dismantled, with the exception of this rusty chain which trailed its linky length to the dilapidated capstan.

I noticed that the bulwarks showed increased signs of decay since my former visit; here and there gaps appeared where patches had fallen away or had been torn off, and through these the moonbeams began to play, making white and black patterns on the deck.

I walked briskly over the boards, wading duck-echoes as I went, first to the fore-castle, within which I only glanced, for it was already too dark to see much; then I had a look down the dark hold from the uncovered hatchways, after which I passed into the cabin, and here, striking another match, gazed round curiously.

In the coaling decline of the ship, the cabin had been partitioned and curtained in size so as to accommodate the skipper and his two mates, but now these partitions had been taken away one could get a better idea of its original size, and see where the berths had been—a roomy cabin, square in shape, or rather wider than it was high, with neat recesses where the stern windows had been.

Yawning and empty as a disused barn it looked, with the broken planks through which the moonlight glinted as the only relief to the otherwise monotony and dreariness—yes, its force of resistance was about spent now. I could see as I looked round, another winter or two, and only the ribs would be left to go piece by piece.

By the time I reached the deck, the tide had put my power to go, even if I wanted to, but I did not put my confidence had returned, and I was prepared to enjoy my prison; therefore I went up to the fore-castle deck, and taking my seat in the bows, puffed away leisurely while I watched the tide racing in shore with the gleaming surf leaping farther and farther each second.

Very soon the sands were covered and the cliffs all but hidden by the night mist, while the moon increased in lustre and flooded the ocean with its white radiance. It was a magical scene, particularly to a fond lover as I then was, and I straightway gave myself up to thoughts of the girl whom some day, when I had earned enough, I hoped to make my wife.

She was waiting for that time, as I was, and as we had done for the past ten years, but the happy time seemed still to be far distant, for money came slowly and had to be worked very hard for. As I thought over her tenderly and counted up the small sum I had managed to save, I sighed bitterly and murmured hopelessly: "Oh for some of those duca and doubloons which this good ship must have carried."

A slight touch at my elbow roused me with a start, as I murmured this vain desire, and glancing round quickly I saw to my astonishment a woman at my side, young, beautiful, and—glancing at her—resembling the girl I was thinking about.

She was dressed in a fashion of the past, rich and stately, and looked the moonlight in a shimmer of satin, gold and lace; on her head she wore, by way of covering, a bandanna

turban, from which her dark hair fell in thick and rippling masses to her waist.

When I saw her, I sprang to my feet with a cry of surprise, dropping my pipe as I did so. This exclamation, however, she checked by putting her finger to her lips as a sign to me to be silent; then, holding out a long dark-coloured mantle and cambrian-like beaver that she carried she signalled for me to put them on and follow her.

It was all so strange and unexpected, that I felt I must be dreaming, yet so real that I could hardly think so either. I saw the moon on the water, and the distant cliffs misty and grey. The bulk also on which we stood was a reality in its bareness and decay.

No, that was changed since my last looking at it. It was no longer a stranded wreck, but a full-rigged ship riding at anchor, with the heavy yards and sails breaking up the sky, and the bowsprit reaching out beyond me and the golden lion which was the figure-head.

The decks were no longer bare and deserted, but covered with articles of use and warfare, round-shot lay piled up by the sides of the bronze guns; casks were lashed to the bulwarks; the hatchways covered the hold; while in the fore-castle and cabin I could hear loud voices.

Obedient to that signal, I disguised myself with the beaver and cloak, and followed the woman as she glided along the deck until we reached the "waist," where a rope ladder led down to the boat. Still following her, I got into the boat which was laden with packages and boxes, and taking my place at the stern I crouched down, a slave, indicated I should do, and waited for the next development of the strange drama.

"Keep silent, watch and remember," she whispered to me after she had seen me safely placed; then she retreated up the rope ladder, and I was left alone.

Presently, as I lay rocking at the bottom of the boat, and amongst the packages, seven bearded and bold-looking buccaners, all richly costumed in velvet, fine linen and high boots, came over the side, and their places, six of them at the oars, and the seventh, who seemed the leader, sitting down close to me at the tiller, then they cast off silently and began rowing for the shore.

The leader steered straight for one of the enormous caves that I had already explored, and as the tide was now full in, they got right up to its entrance, where, making the boat fast, they leapt ashore and began to unload.

Fortunately for me, they took the nearest packages first, their leader who had now lit a pipe, each carrying a box, he sure, but I could not see as I had seen them safe into the cave, followed at a discreet distance, the glare from the lantern in front guiding me as well as them.

It was a long cavern with several angles and twists, and they went pretty far into it. At last they reached the end where they set down their loads and returned for others.

It was easy to dodge them as they passed me, for they seemed to be quite unsuspicious of any one watching them, and there were crevices enough for me to hide myself, until they passed.

Three times they came past my hiding-place and returned carrying their packages, making twelve bound and heavy cases, making twelve bound in all, with other packets which they bore under their arms, and on the final trip from the boat they brought with them pickaxes and spades.

Then they set to work picking out a grave-like hole in the soft chalk floor, while I looked on their labours with vast interest. They worked diligently, their leader holding the lantern for them, until they had reached a depth of about eight or ten feet, when they began excavating, and packing the boxes and parcels closely in, they began filling up the hole and tramping the chalk upon it until it appeared to be as solid as the other portions of the floor. This done, they scattered the rest of the chalk which they could not trample down, and, shouldering their implements, marched to the cave entrance, boarded their boat, and rowed away under the moonlight towards the full-rigged ship that had been a wreck so long.

What a dream! I said to myself. I said aloud I woke up to find myself still on the fore-castle of the *Mary Ann* with the early morning air chilling me. A splendid dream if it could only be realised. "If I rose to my feet with eagerness, and looked towards the shore. The sands were once more firm and dry, and the cavern I had dreamt about faced me. Suppose that part of the dream about the buried treasure was real! Stranger things had happened than this. At the last before indulging in any wild hope I would try, now that I knew the sands were firm, to dig myself back to the world of gold.

Quickly I left the wreck and went back to the village, getting into my room before anyone was up, and so escaping any questioning; then, after breakfast, with a pick and spade, which I managed to borrow from the garden without being observed, I made my way to the cave, and lighting a candle that I had taken from my room I examined the ground carefully.

There was a slight depression at one portion of the rugged floor, and that I decided was the place to excavate, so casting off my coat and vest I began my labour.

No one came to interrupt me that day, so I worked hard all the forenoon; and after dinner, buying a couple more candles, I worked on till nearly night.

At last I was rewarded and the first of the boxes lay before me—my dream had not been an idle vision after all!

I crept the box with some loose chalk and went home that night in a fever. Next day, I was at the cave again, and had filled the boxes, now so far decayed that they fell under with a stroke of the pick and revealed the treasure in gold and silver pieces of ancient date lying thickly before me.

After that I had a busy time of it going to and from London with my protomanteau crammed as I went up and empty as I came back. The honest fishermen did not suspect anything for they had grown accustomed to seeing me go about, and I felt that this legacy ought to be my own since I had been revealed to me so strangely and I had found it, yet I did not try to soothe my conscience with reasons about the right or wrong of the possession—all my wits were centred on getting it quietly smuggled away.

A fortnight did this, and then when the hole had been cleared out, I covered it carefully as the silent pirates had done, and then, saying farewell to St. Abbs with a fervent blessing on the lucky *Mary Ann*, I began my negotiations with the money-changer, to find myself ten thousand pounds the richer for my little sea-side trip.

The packages must have been silks and soft goods, for they had become dust, but the gold and silver were all right. In six weeks after this I took my bride down to St. Abbs to spend the honeymoon and show her the old wreck.

"It is strange, Jack, that you should have had the dream about that woman so like me," she said as we stood on the shore looking at the hills. "I have heard my great-grandmother tell that her great-grandmother was the daughter of a buccaner who was hanged for piracy on the sea."

While we were at the village a savage gale swept on the coast which lasted for three days and proved too strong for the endurance of the *Mary Ann* for when the weather cleared, a few ribs were all that remained of the old wreck!

UNG, THE CAVE-DWELLER.

WALL OF THE WOODS.

[BY WILLIAM A. DUFF.]

The spring time of the year came, and the reeds around the mere, among which the water-fowl had waited all through the winter, were again the haunt of thousands of little brown-plumaged warblers which swung to and fro on the wind-waves culms and mingled their merry notes with the song of the south wind. Soon the reeds began to bloom, yellow, purple, pink, and white blossoms decking the banks of the mere and shedding their fragile petals on the sluggish waters. The night mists were no longer dank and chill; the air was filled with the fragrance of flowers and bursting buds. Every day when the sun-god rose out of the waters of the Great Sea the larks soared up to greet him, carolling their thanks to him for the new life and beauty he had brought into the world.

Mold, too, was glad that the winter was past, the ice melted from the mere, the white frost from the trees, and as soon as she saw that the flowers were blooming she took Ung's coracle from its hiding-place amid the reeds and spent many hours on the mere. She loved to watch the warblers as they built their nests in the reeds, and when a hawk hovered over them and they hushed their songs and dropped silently down among the brown shoots of the sedge she would wave her arms and cry aloud until she had driven the intruder away. Then she would lie down and rest her arms on the edge of the coracle, so that she could look down into the depths of the mere and catch a glimpse of the gleaming fish as they darted in and out among the long green leaves of the water weeds. On calm, sunny days she liked to think that there was another world beneath the clear surface of the mere, and that in it there were reeds and trees, flowers and birds, and white clouds floating above a blue sky. There was a Mold, too, in that imagined world that seemed so real to her, a Mold who gazed up into her face, who laughed when she laughed, and who also swept back her dusky hair when it fell over her eyes.

It was on one of these calm, sunny days that Mold, while leaning over the edge of the coracle, saw a face that was not hers gazing up at her from the depths of the still water. The coracle was lying in a quiet creek, where lily leaves floated on the surface of the water, and tiny fish swam in shoals, and the face that looked up at Mold was framed by the leaves of a stunted tree. There was just such a tree on the margin of the creek, and raising her eyes, Mold saw the face there, too, half hidden by the leaves of a bush that stretched out above her head. It was the face of a girl who was lying at length on the bough, and watching Mold with the stealthy gaze of a wild creature of the woods.

It was Wall of the Woods—Wall of whom the cave-dwellers told such strange tales, and whom they held in awe because of the fearlessness with which she wandered alone in fearsome places, and made friends of the wild-creatures of the woodland beasts.

Where Wall came from, no one could tell; but the people of Ulo believed that she was guarded by the good fairies of the spirit land. When they first knew her she was little more than a child, and some of the hunters had found her in the woods, lying asleep in a hollow tree. One of them went up to her to awaken her, but as he did so a rough-cloaked wild cat, with gleaming white teeth and savagely flashing eyes, leapt upon her breast and snarled so furiously that none dared touch her. The snarling of the wild cat, however, aroused her, and, striking her knuck in her hand, she soothed it all. It crept down beside her. Then she laughed at the hunters, and, pointing to the birds they were carrying home with them to their caves, made them understand that she was hungry, and they gave her a roasted wood-dove to eat. And as she ate they stood round her, wondering at the gracefulness of her form and the fairness of her hair.

That night she slept on a couch of skins, which the hunters spread for her in a forest dingle, and the wild cat curled up beside her; but when the next day dawned she was gone, leaving behind her a circle of small shining stones which the chief hunter hung up in his cave as a gift of the good spirits. Afterwards the men of Ulo often met Wall in the forest and tried to persuade her to come to the cave of their people; but she only shook her head till her fair hair fell over her white shoulders, and after following them for a while disappeared into the woods. But while she was with them they were amazed at the skill with which she initiated the cries of the different birds and beasts of the forest. She would cry like a weasel-fanged leopard, or like an otter swimming up a stream, or like a wood-dove, and wall like a whimbrel flying over a forsaken fen. The hunters were so taken with her, for her strange cries and calls brought the birds and beasts close to her so that they could play with them; but when she saw the fate that befell her woodland friends she refused to call them, and wept at the hunters' cruelty.

As Wall grew older, some of the young hunters sought to gain favour in her eyes by bringing her presents, and there were those among them who would have had her give up her wild, wandering life and mate with a man of the People of Ulo; but she would have nothing to do with any of the youths who quarrelled as to who should serve her. Then there were plots made to carry her off by force; but a knowledge of these came to the ears of Ulo, who threatened that the man who laid hands upon her should be hacked to pieces with stone axes. For Ulo had dreamt that Wall was one of the good spirits, and had been sent into his country to protect his people from the evil spirits who had led the mountain beasts into their midst. So she was allowed to roam wherever her fancy led her, and the young hunters dared not so much as touch the fringe of her coat of skins. Sometimes she would come and sit with the children and play with them, and bring them flowers, bringing them flowers, fruits, and bright-birds which she had gathered in the forest. Then it was that she met Mold, who taught her to speak the tongue of the People of Ulo.

As soon as Mold looked up into Wall's face, the girl of the woods knew her and smiled at her from her leafy bower among the tree boughs. Then Mold paddled her coracle to the side of the creek and sprang ashore, while Wall, swinging like a squirrel from bough to bough, dropped down to the bank beside her, and the two girls were graceful and pleasant to look upon. For Wall was taller than Mold by a hand's span, and her hair, freckles, and white when mingled with Mold's dusky hair.

To Mold, Wall was a girl like herself, fond of idling in the pleasant sunshine, and watching the ways of the wild life of the woods and fens; but to Ung, who that night sat and gazed at her as she crouched with Mold by the side of the fire in the cave, she seemed a fairy maiden whom a man might serve and reverence, but who could never respond to the advance of an earthly love. He worshipped her, as he worshipped the sun-god, for the beauty that was in her face and the light in her eyes; but no thought of loving her as he loved Mold entered his mind. In the days when he dwelt among the People of Ulo he had met her in the forest, and once he had

struck down a hunter who said he had seen her bend over Ung and gaze into his face as he lay asleep; but he never joined with those who sought to woo her before Ulo, loved them with his terrible threats. Yet Wall had always shown a liking for Mold and her lover, and when Ung fled from the People of Ulo and Mold followed him to his cave in the cliff she remained among their enemies and listened to the plans they made to slay Ung and bring Mold back to them.

As they crouched over the fire—for the nights had not yet lost all their winter coldness—Wall told Ung what was in the mind of Ulo, and how he had determined to send some of his fighting men to kill him in his cave. She had overheard Ulo's plotting as she lay awake among the children, and had learned, too, that Anu's body had been found, with the wound made by Ung's axe in its head. The death of the mountain-beast was also spoken of; but the hunters who had seen the slain monster believed that it had died of starvation through being embedded in the swamp. Now that it was dead they had no fear of setting out for the cave of Ung. By the time the moon rose on the following night dawn Ung was to be dragged from the cave and slain before Mold's eyes. Knowing this, Wall had left the People of Ulo, and for the love she had for Mold and the knowledge that the death of Ung would break her heart, she had hastened through the woods to warn them of their danger.

When Mold heard Wall's story she clung to Ung's neck and told him if he died she would die with him, and Wall turned her face from them that they might not know by the tears in her eyes the trouble that was in her heart. She would not tell them that she loved Mold better than all the other girls of the People of Ulo, it was not for her sake only that she had come to warn and succour Ung. Since the days when she first saw Ung in the forest she had looked upon him as different to the other hunters, for he had not cast love glances upon her, but rather had treated her as though she were a fair-faced spirit of the woods. Then the time had come when Ung set himself to win Mold, and Wall knew that she would willingly have become Ung's slave if only he would love her as a woman rather than worship her as a spirit. But Ung had won Mold, and Mold was now to him that she could never be, and so she hid her face until she could again look into their eyes and watch unmoved their love glances and caresses.

The sudden knowledge of the closeness of danger so frightened Mold that Ung could not soothe her fears. So Wall drew her head down upon her breast, and, speaking to her as might a mother to a trembling child, at length dried her tears and comforted somewhat her heart. Then Ung set himself to think how he could escape ere Ulo's fighting men reached the cave. For a long time he sat silent, wondering at times if it would not be best for Mold if he gave himself up to Ulo, and let him deal with him as he pleased; but when he looked up into Mold's sorrowful eyes he knew that she would never live without him. At length Wall roused him from his reverie, urging that there was little time left to him if he would save himself and Mold, and told him of a plan she had thought of as she lay waiting for Mold on the bough of the tree.

She could vaguely remember, she said, that when she was a child, a woman whom she had been her mother, had brought her from a distant country where the people were all fair-haired like herself, and lived in shelters made of boughs instead of in holes in the earth as did the cave-dwellers. The way the woman had brought her was across a wide and dreary fen, where no trees grew and dense beds of reeds surrounded weed-choked pools. Here they had wandered many days, until at last they had reached the borders of the fen, where there was a dense forest. In the forest the woman had lost her, and from that time until the hunters found her asleep with the wild cat in the hollow tree she had lived alone among the birds and beasts. Often she had tried to find a way out of the forests to the fen, but though she wandered far and wide, and was often weary and hungry, she could not escape from the shadow of the trees. Once, however, while she lay thinking on the margin of the fen, it suddenly came to her mind that the fen was the same as the margin of the mere was the same as the fen, and she crossed the fen she would come to the country where all the people had fair hair and dwelt in shelters made of boughs and skins. And she determined that if Ung and Mold would go with her she would try to cross the fen, hoping that in the country which lay beyond it she might find her own people, and Ung and Mold might live without fear of the People of Ulo.

This was the plan of Wall of the Woods, and though Ung believed that the country from which Wall came must be a country of spirits, he told her that as soon as the light of the sun-god again shone on the earth he and Mold would set out with her for the unknown land.

SONS OF A SAVAGE RACE.

It has long been the custom to quote the Bushmen of South Africa as being among the lowest races of mankind (says a writer in *Chambers* for September); but they are a good deal further advanced in civilisation than they were in the days when Mungo Park, Livingstone, and other African explorers came across them and noted their manners and customs. Bushmen are of very small stature (the average height is under five feet high), they have suffered a great deal at the hands of their enemies—the Damaras, Bechuanas, and the Boers. But, small as they are, they are not lacking in pluck, and the burlier savages who have plundered and destroyed the Bushmen's villages have often had to smart for it afterwards, when the poisoned arrows of the little people began to fly. Even the Boers, who sometimes kidnapped a few Bush boys to work on their farms, earned by bitter experience that the "Bojesman" was not to be trifled with. That famous savage monarch, Lobengula, the Matabele king, had amongst his attendants a number of little Bush boys who had been captured by his warriors while on a raid. They were very thin and feeble when they were first brought to the king, but, being well fed and looked after, they soon became as plump and cheerful as the Bush boys in our picture. At night they slept round the fire in the king's courtyard, and to all appearances they were quite contented with their new position. But although the eldest was not more than ten, these little fellows had no intention of remaining in slavery, separated from home and friends; and one morning there was a tremendous hubbub in the king's kraal: all the little Bushmen—the king's page-boys—had disappeared! The whole place was in an uproar. Lobengula was raging and storming, and troops of warriors set off to scour the country in every direction. They came back at night, tired and dispirited, having found no trace of the runaway slaves. Lobengula was said to have remarked: "If Bushmen are not human beings—they are simply wild animals!"

ACCOMPLISHED THE IMPOSSIBLE.

I was touring through Scotland not long ago (says a writer in *Chambers* for September), and while I was staying at a farm-house in Galloway a very remarkable event occurred which is well worth recording. The neighbourhood, as many people know, abounds in precipices, and at some distance down from the summit of one of the steepest and most dangerous, a pair of eagles had built their nest. The competition amongst the young and daring spirits of the village as to who should secure the covered nest and the eggs it contained was very keen. But the precipice was well-nigh perpendicular, affording the scantiest of footholds, and a slip would have sent the unwary climber crashing to the rocks 600 feet below. One or two attempts were made however, but never successfully. The eagles seemed to defy the very boldest of us. Now my horse had a son named David, a boy of fifteen, and the youngster was absolutely determined to secure the nest somehow or other. He confided to me that the subject was a worry to him, that it entered into his dreams at night, and he vowed he would not rest until the eggs were in his possession. One morning he came down very late to breakfast. "Come, David," said his father. "What's wrong? Are ye tired?" "Na, na. But I dreamed a dream that tired me." This declaration was received with applause, and the demand that he would relate his dream.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Arndt, J.	Mansfield, Miss M.
Atwood, Mrs.	Mohr, H. Ahsan
Atwood, G. F. E.	McClivry, D.
Atwood, Miss M.	Mansfield, H.
Atwood, J. S.	Mosses, H. E. H.
Atwood, R. E.	McLean, Grace H.
Atwood, Capt.	Nathan Sons, N. P.
Bona, Jasim.	Orman, L. P. L.
Barnett, A.	Orient Trading Co.
Bachmann, Mrs. E.	Parker, F. W.
Bark, F. W.	Paul, F. E.
Beck & Co., A.	Pincin, C. H.
Burris, Miss L.	Panton, Capt. J.
Brooks, J. S.	Peters, M. L.
Bingham, J. E.	Porush, M.
Brooke, F. N.	Pantoch, T.
Bryan, M. R.	Pryn, F. J.
Corrad, Mons.	Pasano, Mrs. T.
Clark, Miss M.	Partridge, C.
Crawford, T. C.	Piemonte, T. F.

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"SAMSHUI" and "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LARRAIK & Co.'s Wharf, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHIHUNG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG to SAMSHUI.

Single Fare, \$10.00

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The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI LING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on TUESDAY, the 7th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd November, 1899. [1366a]

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLEI," Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1899. [1353a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUMIE AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"POSEIDON," Captain A. Leva, will be despatched as above on WEDNESDAY, the 8th November.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 31st October, 1899. [1367a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME," will be despatched for the above port on or about the 15th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO, LIMITED, Agents.

Hongkong, 1st November, 1899. [1343a]

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL," will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to MCGREGOR BROS & CO., Agents.

Hongkong, 27th October, 1899. [1355a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on TUESDAY, the 21st instant.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd November, 1899. [1376a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched on TUESDAY, the 21st instant, at Noon.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, TO-MORROW, the 5th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 4th November, 1899. [1379a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain S. Nelson, will be despatched for the above Ports, TO-MORROW, the 5th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th November, 1899. [1369a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [1283a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOVUNE," Captain Conradi, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd October, 1899. [1338a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd November, 1899. [1378a]

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J.EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [1]

MITSUBISHI KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanaka Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnouchi Coal Mines.

No. 1, Ohnouchi Coal Mines.

Kishimura Coal Mines.

Yoshio Coal Mines.

Intimations.

A CURE FOR ASTHMA!!

GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expiration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most efficacious remedy in the treatment of acute and chronic catarrhs of the Urinary Organs, and the inconvenience of catheterization.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

SIENTING, SURGEON DENTIST.

No. 10, "PACIFIC" STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [143]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in REVENUE Harbours:

Revenge, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(November 4th.)

Banks.

Hongkong and Shanghai Banking Corporation 340 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—1.5 buyers.

National Bank of China, Ltd.—\$30.

Do. Do. Do. \$30.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$24.

China Traders' Insurance Co., Ltd.—\$59.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$121.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$86 sellers.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$29.

Indo-China Steam Navigation Company, Ltd.—\$79.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$17.

China Mutual S. N. Co., Ltd.—(Preference)—1.5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1.5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1.5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1.5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1.5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1.5 buyers.

EXCHANGE.

Hongkong, 4th November.

ON LONDON, Telegraphic Transfer, 1/11 1/16

Bank Bills, on demand, 1/11 1/16

Credits, 4 months' sight, 1/11 9/16

Diments, 4 months' sight, 1/11 1/16

ON BERLIN, (demand) M. 1/61

ON PARIS, Bank Bills, on demand, 2/4 1/2

Credits, 4 months' sight, 2/4 1/2

ON NEW YORK, Bank Bills, on demand, 46 1/2

Credits, 30 days' sight, 46 1/2

ON BOMBAY, Telegraphic Transfer, 7 1/4

ON SHANGHAI, Telegraphic Transfer, 14 1/2

Private, 30 days' sight, 14 1/2

ON YOKOHAMA, T.T., 6 per cent. prem.

Severance, Bank's Buying Rate, \$10.41

Gold Leaf too touch, per tael, 54.20

Bar Silver, 26 13/16

Dollars, 4 1/2 per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aiken

Mr. W. Macdonald

Mr. John Angus

Mr. A. G. Macmillan

Mr. B. de Anthouard

Mr. Maxwell & maid

Mr. W. S. Bailey

Mr. J. F. M. Bartlett

Mr. J. V. Mayston

Mr. W. Barton

Mr. G. McCracken and child

Mr. W. T. Barton

Mr. T. S. Meser

Mr. W. M. Black

Mr. R. W. Mora

Mr. R. W. Borthwick

Mr. P. Morgan

Mr. E. O. Murphy

Mr. F. H. Brooke

Mr. M. Myers

Mr. M. S. Downe

Mr. F. W. Newson

Mr. A. C. Van Nieper

Mr. M. S. Buell

Mr. J. J. O'Neill

Mr. T. F. Burgdorf

Mr. W. Parfitt

Mr. A. B. Carter

Mr. T. Pasquiere

Mr. D. M. Caldwell

Mr. J. C. Perry

Mr. H. Cooley

Mr. W. Pierce

Mr. J. W. Croxson

Mr. T. Praton

Miss Cunliffe

Mr. and Mrs. C. E. Richardson

SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 18th Oct., Shanghai 15th Oct., Ballast.

SULLBERG, German steamer, 782, Meyer, 3rd Nov., Canton 3rd Nov., General.

SVENEY, French steamer, 4,232, Aubert, 13th Oct., Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General—Messageries Maritimes.

TRIM, Norwegian steamer, 710, Hannestad, 2nd Nov., Swatow 2nd Nov., General—Order.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct., Manila 13th Oct., and Amoy 17th, Hemp and Tobacco—Jardine, Matheson & Co.

ZWEENA, British steamer, 941, J. H. Nesbitt, 3rd Nov., Labuan 29th Oct., Sugar and Cotton—Liquis, Wegener & Co.

Sailing Vessels.

ADOLPH ORRIG, American bark, 1,302, Armsbury, 17th Oct., New York 5th May, Case Oil—Standard Oil Co.

GILLO, German bark, 1,321, Hemmer, 8th Oct., New York 26th May, Kerosine Oil—Standard Oil Co.

LOTIARI, Italian bark, 759, C. Lewanger, 1st Oct., Callao Peru 21st July, Iron—Order.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept., New York 24th April, Case Oil—Standard Oil Co.

MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct., New York 10th May, Case Oil—Order.

REITERER, British schooner, 96, Parker, 8th Sept., Honolulu 16th July, Ballast—Order.

REUER, American ship, 1,838, D. Whitmore, 3rd Oct., New York 30th May, Case Oil—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 23rd Aug., Cebu and Philippine Islands 22nd Aug., Ballast—Order.

ST. JAMES, American bark, 1,553, R. M. Tapley, 29th Sept., Manila 13th Sept., Ballast—Reuter, Bruckmann & Co.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct., New York 20th May, Kerosine Oil—Standard Oil Co.

WAKATANI, British schooner, 25, Haynes, 23rd Sept., Takow 15th Sept., Ballast—Mr. F. W. Hall.